

Development Services

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ADMINISTRATIVE ADJUSTMENT OF STANDARDS Neighborhood Street Standards in Talus

TO: Kim Young

Integrus Architecture

117 South Main Street, Suite 100

Seattle, WA 98104

PROJECT: Middle School No. 6 (Talus)

PERMIT NUMBER: AAS20-00002 for SDP19-00002, PRJ18-00020

DATE OF DECISION: January 31, 2020

REQUEST: An application for a Level 0 Review, Land Use Permit, to allow an

Administrative Adjustment in Standards (AAS) to increase the width of travel lanes on Falcon Way NW, from NW Talus Drive to the school Bus Loop entrance, from 10-feet to 11- feet. Falcon Way NW is treated as a Neighborhood Street, which requires travel lanes to be 10-feet in width (CIDDS Chapter 6.4.E).

LOCATION: Southeast corner of NW Talus Drive and Falcon Way NW (Parcel

No. 8562730170)

SUBAREA: Talus

DECISION MADE:

The following adjustment is approved with conditions:

- 1. Unless otherwise specified, the adjustment shall be subject to all plans, specifications, and conditions set forth in the application.
- 2. No Talus Replacement Regulations or Issaquah Municipal Code regulations are modified by this design unless specifically identified through this Administrative Adjustment of Standards for auto inclusive circulation facilities standards.
- 3. This decision only applies to the Request.

RATIONALE:

- 1. Talus Replacement Regulations IMC 18.19C.030.A relies on IMC 18.19A for standards and procedures not included in the Talus Replacement Regulations.
- IMC 18.19A Section 1.1.E establishes Administrative Adjustment of Standards for CIDDS, unless specific standards are provided in a Chapter. CIDDS Section 6.3 of Chapter 6, Circulation, establishes criteria for Adjustment of Standards for that chapter, including the standards for Neighborhood Streets described in Section 3.4.E.
- 3. The current condition of Falcon Way NW does not meet the standards of IMC 18.19A Section 6.4.E, though it complied with the Talus Development Agreement's Urban Road standards at the time it was constructed.
- 4. The Issaquah School District includes in its Talus Middle School proposal changes to Falcon Way NW for approximately 160 ft. from the intersection at NW Talus Drive south to the proposed Bus Loop entry. The proposal complies with the applicable Neighborhood Street standard except that the travel lanes are widened from 10 ft lanes to 11 ft. travel lanes.
- 5. This administrative adjustment standards (AAS) evaluates the compliance of Falcon Way NW with the Adjustment of Standards Criteria in CIDDS 6.3.
- 6. In the next section of this Notice of Decision, below, is the review IMC 18.19A, Section 6.3.A Approval Criteria for the proposal to adjust the standard for travel lane widths.
- 7. The following table summaries the various standards (Talus under which the road was built, CIDDS which now apply with the termination of the development agreement, and the proposal). Red indicates where the proposal deviates from adopted standards.

	ROW	Curb	Travel	Parking	Bike	Planter	Sidewalk
		to	Lanes	Lanes	Lanes	Strip	
		Curb					
Talus DA	50 ft	32 ft	9 ft	7 ft	None	4 ft	5 ft
Neighborhood				both		both sides	both sides
Collector				sides			
CIDDS 6.4.E	58 ft (+	36 ft	10 ft	8 ft	None	5 ft	6 ft
Neighborhood	optional					both sides	both sides
Street	parking)						
Proposal	Varies	38 ft	11 ft	8 ft	None	5 ft	6 ft
			limited			both sides	ISD side
			portion				

8. This Adjustment of Standards has been reviewed with Public Works Engineering who supports this adjustment for the limited area proposed.

Talus Replacement Regulations (IMC 18.19A) Section 6.3.A Approval Criteria:

1. The proposed alternative is equal or superior in achieving the intent of the Talus vision, goals and guidelines.

Response:

The Purpose of the Talus Replacement Regulations, found at 18.19C.010, is as follows:

The replacement regulations for Talus are as an urban village committed to retaining a distinct neighborhood with a mountain village character...The Talus vision embraces: clustered development and large areas of open space connected by an extensive pedestrian and vehicular circulation system...Appropriate site planning will provide connectivity between uses, proximity of uses to each other, and siting of structures and landscape elements to reinforce the street.

In 18.19C, Attachment 1, Talus Goals, the Mountain Village Vehicle Circulation is described as: "Roadways should, generally, be as narrow as possible." Additionally, Objective 9.3 states: "Design neighborhood streets to be as narrow as possible, still proving [sic] for adequate travel ways, safety, service vehicle access, and on-street parking as appropriate." Likewise, CIDDS 12.3.B states "Minimum Pavement. Vehicular routes should be designed with minimum paving, to minimize automobile speeds, and provide adequate functionality."

The proposal achieves the intent of the Talus Replacement Regulations and CIDDS by widening the travel lanes by only 1 ft. beyond the standard travel lane width to balance keeping the road as narrow as possible while addressing functionality. Automobile speeds are addressed below.

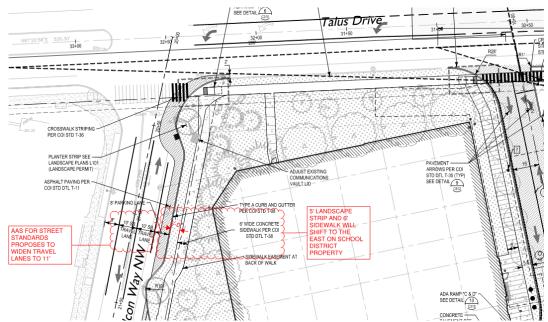


Figure 1. Excerpt from Sheet C601, Paving and Horizontal Control Plan – North, showing proposed modifications to Falcon Way NW.

2. The proposal will not create significant adverse impacts to the abutting properties or rights of way, dedicated tracts, or easements.

<u>Response:</u> The ISD proposal does not affect other existing rights of way, dedicated tracts, or easements. The proposal also facilitates access to the proposed Bus Loop for school bus circulation for the limited portion of Falcon Way used by school buses. The neighboring Timber Ridge Development supports this adjustment of standards.

3. The proposal is compatible with, and would not significantly adversely affect, the scale, character and design of the surrounding neighborhood.

<u>Response:</u> The project would bring a portion of the existing conditions of Falcon Way NW into compliance with current standards except for the requested increase to lane widths. The travel lanes are proposed to be widened by a total of 2 ft., which will not adversely affect the scale and character of Talus' circulation facilities and public realm.

4. Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the facility such as existing physical constraints that are not contemplated or provided for by Talus vision, goals, and guidelines.

<u>Response:</u> The proposed travel lane width increase for a limited distance would ensure greater clearance for school buses to access Falcon Way without likely encouraging increased automobile speeds due to the proposal's limited length.

5. The proposal does not negatively impact public safety and operation, nor create any hazardous features.

<u>Response:</u> No hazardous features would be created through this proposal given the improved functionality but limited length of the lane widening.

6. The proposal will not create negative impacts to public services, including fire and emergency services, nor adversely affect how well the surrounding public facilities can be maintained.

<u>Response</u>: No adverse impacts to public services or surrounding public facilities are anticipated.

7. The criteria listed in Circulation, Section 6.2.C Priorities are applied.

<u>Response</u>: Circulation, Section 6.2.C requires that the decision for prioritizing different configurations of circulation facilities shall be based on the context of the project and surrounding area while at all times maintaining pedestrian and bicycle orientation, slowing traffic, and providing continuity and predictability of facilities. The first two priorities listed are ordered preferentially as follows:

- 1. Prioritize walking and biking facilities over those for vehicles, by modifying vehicular circulation facilities rather than those for pedestrians and bicycles, while maintaining functionality for vehicles. For example, reduce the width of circulation facilities components for cars, such as:
 - a. On-street parking, limited to low use private streets or where bike lanes are present, or
 - b. Travel lanes over ten (10) feet wide where truck use is low.
- 2. Prioritize Circulation Facility elements that contribute to a Pedestrian Friendly environment. For example, retaining planting strips, especially those containing street trees, and on-street parking.

By retaining the tree wells and landscape strip on the west side of Falcon Way and increasing the landscape strip and sidewalk width on the east side of Falcon Way, this proposal sufficiently prioritizes circulation facility elements that contribute to a pedestrian-friendly environment.

TIME LIMIT OF DECISION:

The final decision approving this Administrative Adjustment of Standards is valid for five years as specified by Talus Replacement Regulations section 3.11, or as amended by the Code.

APPEALS:

This decision may be appealed. A letter of appeal shall include the reason for the appeal and the required filing fee. All appeals shall be filed with the Permit Center by the Appeal Deadline of 5:00 pm February 14, 2020.

January 31, 2020

Katie Cote, Planning Consultant

strif Cole

Date

ATTACHMENT LIST:

Attachment A: Applicant's Project Narrative – Street Standards

Attachment B: AAS Plan Set – Street Standards



ADMINISTRATIVE ADJUSTMENT OF STANDARDS

TO: City of Issaquah

FROM: Kim Young

Integrus Architecture

DATE: January 22, 2020

SUBJECT: Administrative Adjustment of Standards #5

Middle School No 6 1929 Talus Drive Issaquah, WA 98027

117 S. Main St., Suite 100 Seattle, WA 98104 206.628.3137 | office 206.628.3138 | fax

Administrative Adjustment of Standards to Central Issaquah Area Development and Design Standards, Chapter 18.19A, 6.0 Circulation Facilities, 6.4 E. Auto Inclusive Circulation Facilities: Neighborhood Street

6.4 E. Auto Inclusive Facilities: Neighborhood Street

Neighborhood Streets area intended for low to moderate traffic volume, mixed use neighborhoods. Bulb-outs are required at driveways and intersections to encourage easy pedestrian crossing. Like Pedestrian Priority Streets, traffic speeds are intended to be slower, relieving the necessity for bike lanes and making the street more comfortable for pedestrians.

Overall Widths		Movement Zone		
Right-of-way (ROW)	42'-58'	Planter Type	Landscape Strip or Tree Wells	
Face of Curb to Face of Curb	20'-36'	Landscape	5'	
Lanes		Walkway / Amenity Zone	e	
Travel Lanes	2 @ 10' each	Walkway	6'	
Bicycle Lanes	None	Lighting	See Design Standards Chapter 17, Lighting	
Parking Lance Optional*		Intersection		
Parking Lanes	Parallel / 8'	Intersection/Driveways	Bulb-outs required	
Medians None		Distance Between Intersections	500' maximum	
Center Turn Lane	None	Ownership		
		Public/Private	Public	

^{*8&#}x27; landscaping or Community Space required in what would have been the parking lane if parallel parking is not provided.

Existing Conditions on Falcon Way NW

Overall Widths

Right-of-way	48'-6"		
Face of Curb to	32'-0"		
Face of Curb			
Movement Zone			
Planter Type	Landscape Strip		
Landscape	4'-0"		
Lanes			
Travel Lanes	2 @ 9' each		
Bicycle Lanes	None		
Parking Lanes	Parallel		
	7' on both sides		
Medians	None		
Center Turn Lane	None		
Walkway / Amenity Zone			
Walkway	5'-0"		

Proposed Improvements on Falcon Way NW

(from intersection with Talus Drive to proposed Bus Lane Drive-Way entry)

Per Design

Standards

Overall Widths

Lighting

	
Right-of-way	48'-6"
Face of Curb to	38'-0"
Face of Curb	
Movement Zone	
DI (T	1 1 01.

Planter Type	Landscape Strip
Landscape	5'-0"

Lanes

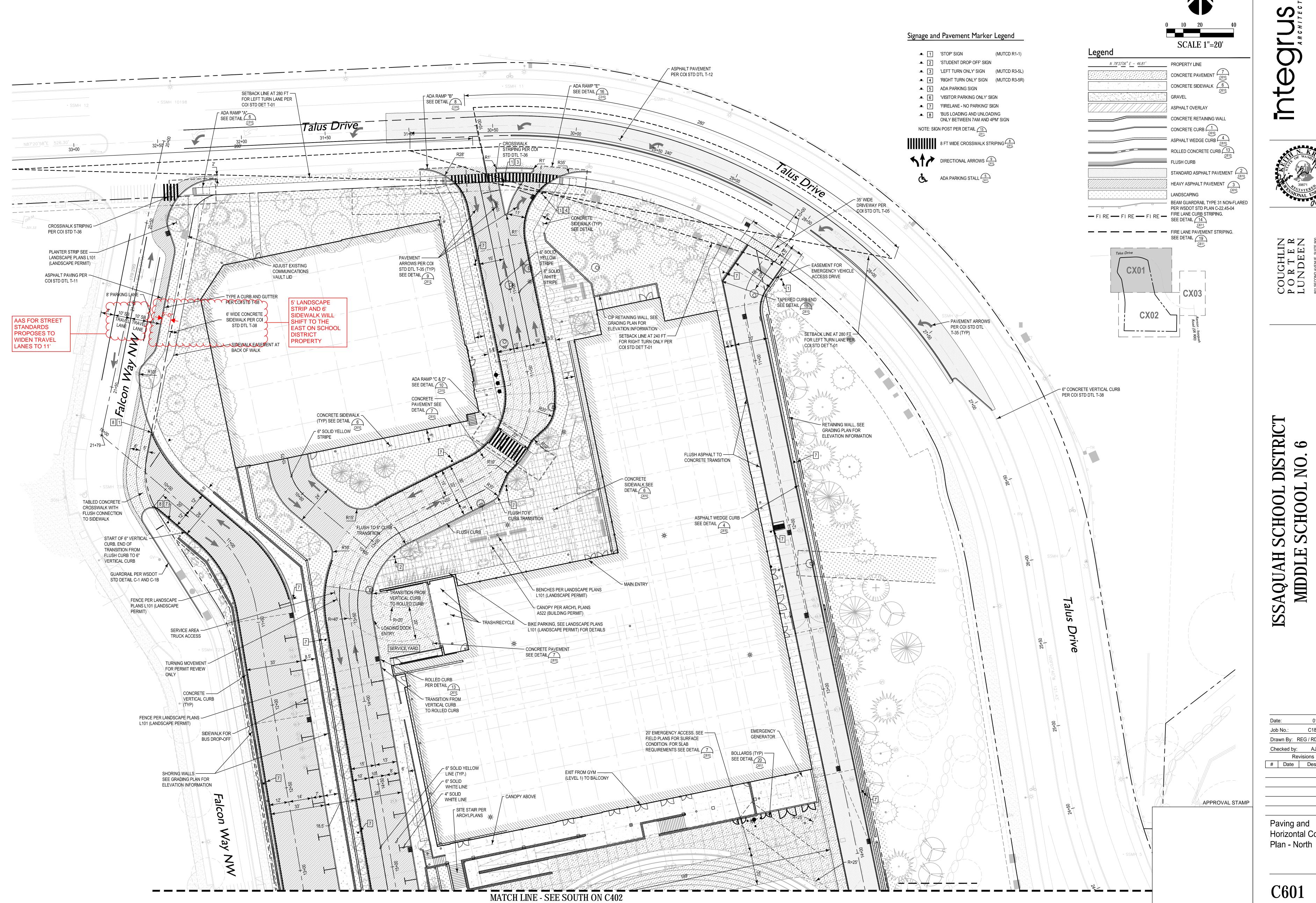
Travel Lanes	2 @ 11' each
Bicycle Lanes	None
Parking Lanes	Parallel
	8' on both sides
Medians	None
Center Turn Lane	None

Walkway / Amenity Zone

Walkway	6'-0"
Lighting	Per Design
	Standards

The current condition of Falcon Way NW does not meet the standards of Central Issaquah Area Development and Design Standards, Chapter 18.19A, 6.0 Circulation Facilities, 6.4 E. Auto Inclusive Circulation Facilities: Neighborhood Street. The proposed development intends to improve Falcon Way for approximately 160'-0" from the intersection at Talus Drive to the proposed Bus Lane driveway. The improvement would include providing a 6'-0" sidewalk and a 5'-0" Landscape Strip on the east side of Falcon Way, 8'-0" wide parallel parking lanes on both sides and 2 – 11'-0" Travel Lanes.

- **6.3 Administrative Adjustment of Standards** The elements required by this Chapter include minimum standards which may be adjusted in response to adjacent uses and character through an Administrative Adjustment of Standards (AAS).
 - **A. Approval Criteria**. Standards of this Chapter may be adjusted administratively when the Director determines all the following criteria are met:
 - 1. Vision. The proposal is superior in achieving the intent of the Central Issaquah Plan, Development Design Standards by providing sidewalk and landscape widths equal to the minimum required for Neighborhood Streets (on the east side of Falcon Way) and widening the travels lane to 11'-0" each, which is 1'-0" wider than the minimum required for Neighborhood Streets
 - Access. The proposal will create greater access to Falcon Way from the intersection with Talus Drive and does not affect the existing right-of -ways, dedicated tracts, or easements. It also provides greater access to the proposed Bus Lane for school buses.
 - **3. Compatibility.** The proposal would update the widths of the parallel street parking spaces, the landscape strip, and sidewalk to development and design standards. The Travel Lanes are proposed to be widened by a total of 2'-0" which will not adversely affect the scale and character of the surrounding neighborhood.
 - **4. Sufficient Reason.** The proposed travel lane width increase is to provide greater clearance for the school buses access onto Falcon Way and to not disrupt the existing neighborhood traffic.
 - **5. Safety.** The proposal increases vehicular safety at the intersection of Falcon Way and Talus Drive by creating wider travel lanes for buses to the school and delivery trucks to the neighboring property.
 - **6. Services and Maintenance**. The proposal will improve access to Falcon Way from Talus Drive for public service and maintenance vehicles by providing wider travel lanes for vehicles
 - 7. Priorities. This proposal prioritizes circulation facility elements that contribute to a pedestrian friendly environment by retaining tree wells and the landscape strip on the west side of Falcon Way and increasing the landscape strip and sidewalk width on the east side of Falcon Way.



Checked by: AJF / KNK # Date Description

Horizontal Control

C601